

REPORT of SURVEY for REPAIRS, &c.

No. 925 Port of *New York*
 No. in Reg. Book. *80* Survey held at *New York* Date, First Survey *11 April* Last Survey *10 May* 1888
 on the *S.S. Ireland* Master *A. Spiffin*
 TONNAGE: NET *1819* Built at *Newcastle* By whom *Delmers & Co* When *1873* MONTH *6*
 GROSS *2829* Owners *Soc. Gen. de Nav. Belge Amer* Port belonging to *Antwerp*
 INDEX DK *2827* Owners' Address
 (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *See dry dock* Destined Voyage *Antwerp*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *21* *ft. 12* ins. *6*
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. *22^a* Port *NY* Classed *10/4 100.21*
BS 1/84
 Date clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials (if assigned) in fresh water
 of any letters respecting this case. as painted on Ship.

REPAIRS, OR EXAMINATION AS PER RULE

This vessel during her recent voyage from Antwerp to New York became disabled and had to stop for repairs. She was taken into italy, and was fitted with a new propeller, and other work done under the supervision of Mr. Hunter. Fresh Copies of Mr. Hunter's Reports sent herewith.

As the vessel being dry docked (first & Copper dam used) the stern frame was found broken off near the feet of the propeller post and other damage to the stern. The stern frame removed. The lower part of the stern frame, from between the prop and keel on the propeller post and a similar height on the after post, removed. Two graham plates new. Boiler repaired, fitted new. New tail shaft fitted, and all connected therewith made good. Some other smaller repairs carried out.

The New York Agents had no authority to have the S.S. Ireland

(not far from due) held.

PRESENT CONDITION OF THE	Good	Flank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	do	Transoms or Rivets	do	Rudder	do	Masts, Yards, &c.	do
Waterways	do	Breasthooks & Stemson	do	Windlass & Capstan	do	Condition, how ascertained	from deck
Trunnings	do	Transoms, Pointers, & Crutches	do	Pumps	do	Sails	well found
Yr Dk. Beams & Fastenings	do	Timbers of Frame at the openings	do	Cement (if Iron Ship)	do	Anchor	No. of 15 & 18
OWY Dk. Beams & Fastenings	do	Ditto ditto at other places	do	Caulking of Bot'm, D'k, & Wat'rways	do	Cables	complete
Plank sheers	do	Keelsons	do	Copper, or Y.M. (State if on felt.)	-	Hawsers & Warps	unf.
Beerstrakes	do	Clamps & Shells	do	When put on	-	Standing & Running Rigging	good
Opelides	do					Hatches	do
Wales	do						
Engine Room Skylights	do	Coal Bunker, Openings, Lids, &c.	do	Scuppers	do	Cargo & Main Hatchways	do

General Observations, Opinion as to Class, &c.:

as classed.

This vessel appears eligible to remain

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Pilot Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (if any) (per Sec. 29) £ : :
 Certificate (if required) to be sent as per order £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Total £ 55 14 2 } required by me, 29 May 1888

Committee's Minute *12 JUN 23*
 Character assigned *Deferred for BS*
Verite Ant
13/6/88

J. H. Longdon
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRIDAY 26 OCT 1888
Dep 88